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NEWS AND TRENDS . . .
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FREEWAYS CAN SAVE URBAN TRANSIT

by

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Editor's Note

We think the following article should not only be read but thoroughly digested by everyone having the slightest stake in our urban areas—and that means over two-thirds of our population. It won't be, of course; but if only those having an influential voice in urban problems read it, we'll be satisfied as it shows in clear terms the utter fallacy of trying to deal with a single problem—i.e. transportation—as if it were two—traffic and transit.

The author, William R. McConochie, has viewed this subject professionally for many years in terms of both highway and transit planning and engineering. Since 1944 his association with the well known firm of DeLeuw, Cather & Co. has taken him to over 60 cities in 31 states of the U. S. plus assignments in Canada and the Near East.

In this article neither we nor the author are advocating a raid on the funds of the current Federal highway program nor are we urging any other particular "solution" to the financial problems of mass transit. It should be evident, however, that the present highway program, vast as it is, is giving attention only to one segment of the transportation problem. Such a blind spot in our approach might well mean that this major effort in highway building could turn into a self-defeating debacle instead of a successful solution to the problem of moving people.

Do we *want* public transportation in our larger cities to survive the competition of the private automobile? If not, we should start now to turn our cities inside out. But if we want to preserve the efficiency, the convenience and the amenities of a centralized city, we had better strike a blow for transit before it is too late.

We have criticized our cities for being unsuited to the motor age. We have disparaged our horse-and-buggy streets, the haphazard patterns of development, and the out-moded transit systems. Our remarks have implied that, knowing what we now know, we could build a perfect city if given the chance. But are we really agreed on what to do?

Resurgent Cities

We *are* building and rebuilding our cities at a rate which presents amazing opportunities to correct past mistakes. Capital improvement programs include freeway construction, building of rapid transit facilities, clearing of slums, redevelopment of decayed areas, and rehabilitation of sections that can be saved. Private interests are erecting factories, apartments, shopping centers and office buildings, and also literally millions of houses. There is no better framework on which to coordinate these various activities than a city's major transportation arteries.

Almost every urban freeway included in current programs has been planned as a unit in a comprehensive system. Most large cities, and even the smaller ones, have master plans of freeways and major streets. Since the capacity of these transportation arteries for the movement of people and goods will place rigid limitations on each city's growth and economy, traffic estimates customarily have been made of the future use of these systems. It is now the practice to predict volumes through forecasts of population, vehicle ownership and use, and other criteria. Factors are applied against origin-destination surveys expanded to future conditions by anticipating land use and intensity of development.

These studies often assume that a good public transit system will supplement the highway network—simply because it is agreed that transit is needed. It is frequently assumed, usually without substantiation, that transit will continue to attract approximately the same proportion of the total movement of people as it does now. Of the traffic destined to or from a typical central business district in rush hours, which is the critical design problem, transit passengers may represent 50 to 90 percent of the total. If we err in assuming that this ratio will remain unchanged, all estimates of vehicular traffic are false.

Transitory Transit

There are no strong forces at work, unfortunately, to perpetuate transit. Rather, there are indications that the

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Plan-itorial . . .

Byways From the Highways

In introducing Mr. McConochie's article "Freeways Can Save Urban Transit", we point out that the current Federal-aid highway program answers only part of the urban transportation problem. Mr. McConochie proves that sole reliance on the private automobile cannot solve the issue of moving thousands of people at one time. Urban living in metropolitan areas entails rapid transportation for rush hours. Convincing evidence of this fact is seen today when we look at miles of Los Angeles drivers trying to move bumper to bumper on what is now the country's most nearly complete freeway system. So rapid mass transit becomes one of the issues unresolved by the highway construction program. There are others.

REDEVELOPMENT AND THE HIGHWAYS

Linkage between urban redevelopment and urban freeways was stressed earlier in James W. Follin's article in URBAN LAND for December 1956. In that discussion he showed how land takings for urban freeways can be coordinated with projects under the urban renewal program to achieve savings in acquisition costs. Redevelopment projects as corollaries to urban expressways are practical economies offering benefits to metropolitan areas from both programs.

URBAN PATTERNS AND THE HIGHWAYS

Urban growth patterns are not resolved by highway location. But expressways open up greater access to vast new areas. Whether new freeways will induce further spread of suburban development or whether older central locations will be revitalized depends upon how well we coordinate the freeway program with the supplementary local street and neighborhood improvements.

ROUTE LOCATION AND THE HIGHWAYS

The issue of revitalizing in-town residential neighborhoods becomes easier when conflicts between traffic movement in volume and land uses are resolved. Route location becomes all important with new access roads leading to the points of interchange between the new freeway system and the old grid work of streets. New land uses and new values are generated. Whether neighborhood values are stabilized or whether new developments spring up on reclaimed land within the city depends largely on where the expressway is placed. It doesn't help to look for the cheapest route if the only consideration is the saving of a few single-family houses against the expropriation of a stretch of developed park land. Condemnation and clearance of wide strips through urban areas won't create greenbelts but the slashes can create new productivity for the adjacent areas once the re-shuffling of land uses is over. The new accessibility can lead to new thinking about highest and best use of land based not on the concept of economic return but on the best physical use for the location.

THE THINKING AND THE HIGHWAYS

Maybe it is expecting too much for one huge national construction program to achieve all the things we need for improved urban living. But because it is so huge it is all the more important and it is not too much to expect some benefits other than just new traffic arteries. The benefits can come if some constructive thinking is done. This is the challenge which is being accepted by the civic, business and public officials who are sitting this month at the symposium sponsored by Connecticut General Life Insurance Company. We look for their answers to the issues and the highways.

J. R. McK.

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FREEWAYS CAN SAVE URBAN TRANSIT

(Continued from Page 1)

present drift, if allowed to continue, will lead to the ultimate disappearance of transit from our cities. Any amateur statistician can extend the present trend in number of daily transit riders in a typical city and watch the curve intersect the zero line within a generation.

A recent survey showed only three percent of workers using transit to and from typical outlying industrial plants. In the twenty-first century, most industrial plants may be located in suburban or semi-rural areas. Many of the new regional shopping centers have no public transportation serving them. Perhaps by the year 2000 there will be no other kind of shopping center.

Faced with this steady attrition of their patronage, transit companies are going out of business at the rate of about 100 per year. Larger and larger cities are being left without public transportation. Ann Arbor, Michigan, a city of 40,000, found only three people in a hundred riding the buses on an average weekday. In cities of that size, transit serves primarily those who are too old, too young, or otherwise unable to drive.

If this is the destiny of our cities, can our central business districts survive? What highway and parking problems must be overcome? The all-automobile city has been described in general terms, both by dreamers and by alarmists, but can we make quantitative traffic estimates for a typical city, using basic data from numerous recent studies?

Uturbia in the Year 2000

For this purpose, let us assume a hypothetical city which may be somewhat typical of a score of cities within 40 or 50 years. Larger cities will present special problems requiring tailor-made solutions.

Our hypothetical city will have a population of about 2,000,000. One-half will live in the older and more-compact urbanized area within a radius of five miles of the central business district. Another 1,000,000 people will sprawl over the surrounding suburban area at lesser and lesser densities as the distance from the central core increases. Ideally, this city would be circular in shape with no topographic barriers to hinder uniform development in all directions. Since few cities have this perfect opportunity for unimpeded growth, the actual city will have more difficult transportation problems.

The central business district will attract about 20 percent of the total population of the metropolitan area on an average weekday. The percentage will be somewhat lower in a heavily industrialized city and slightly higher in one which is primarily an administrative center. Of these 400,000 daily visitors, at least 20 percent, or 80,000, will arrive in the heaviest 60-minute morning period. A somewhat greater number will leave in the evening rush hour.

Freeways for Everybody

If all of these people in our hypothetical city were to arrive by automobile on expressways at the rate of 2,550 per lane (1,500 automobiles per lane per hour, assuming no trucks or buses, times 1.7 persons per vehicle), 32 inbound lanes would be required. This would be equivalent to eight 8-lane freeways. If the freeways converged on a loop of one and one-quarter miles diameter, there would have to be a complete traffic interchange every 2,600 feet—as close together as interchanges should be, but leaving no room for on or off ramps between them.

What about the surface streets, which now have enough capacity to carry *all* the traffic in some cities? They would be almost full of terminating trucks and automobiles under the assumed conditions. Furthermore, we have allocated no capacity on the freeways to through traffic. At present, this accounts for as much as one-half of the traffic entering a typical downtown area in the morning rush hour.

If a city is semi-circular due to its being on a lake or ocean, and the assumed 2,000,000 population is contained by greater density or larger radius, the eight radial routes would have to be squeezed into 180 degrees of arc rather than 360. This would create serious problems in finding adequate and available rights-of-way as well as in designing interchanges on the downtown loop. If, on the other hand, routes were kept at an angle of 45 degrees to each other, the number would be reduced to five and each freeway would have to have an average of 12 or 13 lanes. It will be seen, then, that assuming a completely circular city tends to understate the problem.

Parking Is a Poser

Assuming, however, that the needed highway capacity could be provided for the 80,000 people arriving in 47,000 automobiles during the heaviest hour, a parking dilemma of no little magnitude would be generated. Ignoring, for the moment, those people who would arrive before 8:00 a.m. and after 9:00 a.m., the 47,000 vehicles would require a minimum of 14,000,000 square feet of parking area. There are only 22,000,000 square feet in a circular business district one mile in diameter, including all private land and public ways. Filled curb-to-curb and bumper-to-bumper, the streets would hold less than 18,000 cars, none of them able to move. It should be apparent, therefore, that without transit, all cars, at least in rush hours, would be required to go directly from the freeways into off-street parking garages on the periphery of the central business district. Ramping the rush hour flow from the freeways to the garages would require some 47 lanes of off ramps in 42,000 feet of roadway, counting both main roadways and without deducting for on ramps or the eight major traffic interchanges. This would call for geometrics of highway design which haven't, as yet, been developed.

The total number of car spaces required would be approximately 2.1 times the 47,000 arriving in the heaviest hour. At a construction cost of about $1,800 per car space, the total investment in structures would be approximately $180,000,000. The cost of land, because of the great scarcity which would be created by condemnations for highway purposes and parking sites, is difficult to estimate.

Transit, Anyone?

This preview of the all-automobile city should be enough to make public administrators shudder. The obstacles to be overcome in obtaining an adequate transit system for their communities will seem minor relative to the alternative difficulties of providing sufficient highway and parking facilities to meet all transportation needs.

Very few cities will be able to support two independent systems, one of freeways and the other of rapid transit. The obvious solution is to combine the two. It will make little difference to the public whether the transit service is furnished by rail or by bus so long as fast and free-flowing movement is assured. The type of vehicle should depend largely on anticipated passenger loads. Operating costs will be lower with rail, however, especially if foreseeable developments permit reasonably complete automation.

Except in special situations, rapid transit service in connection with free-

ways in metropolitan areas of 2,000,000 population will be most attractive to those who live near or beyond the present city limits. This is so because urban freeways are usually routed through valleys, along railroads, and in other areas generating a minimum of transit traffic. To reach a transit line on such a freeway, a passenger would have to wait for a local bus, ride a mile or two in a direction at right-angles to his desired line of travel, and then transfer to rapid transit at a point where few, if any, seats would be available. Usually, if he lived only three or four miles from downtown, he would be better served by patronizing direct bus service over the surface streets.

By contrast, those living in or near the suburban areas could go rather directly to the outer terminal or to strategically located intermediate stations of a rapid transit line. The terminal should be in a location where adequate parking and commodious facilities for "kiss-and-ride" patrons could be provided. The service would be similar to that of suburban railroads, except that it would not extend so far into sparsely populated territory. Between the city limits and downtown, stops would be made only at important industrial and business centers.

It is unrealistic to expect the voters of a city to subsidize a rapid transit system which will benefit primarily the suburbanites—who sometimes even live in another state. Elected city officials, therefore, will not often lead in sponsoring such systems. The parent city will suffer, however, if the suburbanites stop working and shopping and doing business in the central city because of dissatisfaction with transportation. The urban transit crisis, therefore, calls for a new type of statesmanship and also for a new type of municipal corporation.

Urban freeway programs are progressing rapidly, possibly because city administrations act, usually, only as junior partners. Except in the largest cities, agencies of the state and federal governments are directing the urban freeway programs and furnishing essentially all of the financing. In some metropolitan areas, county governments are also playing a major role. Transit planning, financing and operation should be similarly conducted on a regional basis without limitations imposed by political boundaries. This type of administration of transit exists in Toronto and Boston, and has been authorized recently in Los Angeles and San Francisco.

Many prominent city planners have warned recently of the power of urban freeways to alter our cities for better or for worse. Freeways without transit cannot provide enough capacity to serve a metropolitan area of even 2,000,000 unless the central business district is to play a greatly diminished role. It becomes a logical part of the highway program, therefore, to provide for rapid transit in connection with the freeways, since most planners advocate preservation of strong central business districts.

Terminal Facilities

The principal problems will lie at the two ends of each transit route. Let's return to our city with eight radial routes and 1,000,000 people living in the area beyond the city limits, assumed to be a circle of five-miles radius from the central core. Of these suburbanites, about 150 in every thousand will go to the central business district on a typical weekday. At 1.5 per car (excluding drivers who will return to the home base), this represents 100 trips per thousand people, or 100,000 total auto trips per day and 32,000 in the rush hour (the rush hour peaks from the suburbs are much higher and sharper than those of travel within the city). If half go by transit and distribute themselves uniformly over eight routes, 2,000 automobile trips will terminate at each of the outer rapid transit terminals. Of these, 1,500 will represent all-day parkers, under average conditions, and 500 autos will be returned to the home base for use during the day by other members of the family.

The parking lot will also have to accommodate those making midday trips, perhaps another 1,000 at the daily peak, or 2,500 total. This will require at least 750,000 square feet or about 17 acres. Sites this large—865 feet square or equivalent—are not likely to be available at all necessary locations. Also, the far corners of some lots may be as much as one-quarter mile from the stations. It is probable that inexpensive parking structures will prove to be the most satisfactory solution. Such skeletal parking garages would reduce land taking, shorten walking distances, and provide all-weather protection for vehicles and drivers.

An adequate downtown terminal for transit vehicles is still more important. Even with a large portion of the people coming by transit, most parking garages will have to be located near the freeway loop because of inadequate surface street capacity. Parkers will have to walk one-quarter to one-half mile, or patronize shuttle bus service. Transit passengers should be spared this walk, since most of them will have walked and/or changed vehicles on the early portions of their trips.

Rapid transit service, therefore, should extend very close to the heart of the central business district. This service should ordinarily be operated on one or more off-grade roadways (short subways, tunnels or elevated structures) for either rail or rubber-tired vehicles. In the smaller cities, however, a single terminal building should be considered and, in some, one or more all-transit surface streets for buses might serve admirably.

Freeways Are for Moving People

Construction of urban freeways is proceeding with precipitous speed, impelled by the Federal billions made available under the Highway Act of 1956. Few city governments are endowed with enough corporate power or financial strength, unfortunately, to assure integration in these highways of adequate transit facilities.

The urban transportation problem, however, is as much physical as it is fiscal. It is often as hard to find space for highways in our cities as it is to pay for them. Each urban freeway thus must serve more people than can ride in autos alone, or the reason for the freeway may cease to exist. In fifty years, our downtown-oriented freeways may be serving the holes in doughnut-shaped cities.

Relatively small sums, in comparison with the enormous state and Federal funds now being spent for highways, would provide for integral transit operation on the urban freeways. Expenditures might cover only minimum development such as parking lots and bus stations in the outer portions of the presently urbanized area. Estimates of future transit traffic, however, might show the need for separate rignts-of-way in the center malls for bus or rail operation. Transit operation of even the lowest order will increase many-fold the capacity of each freeway to serve people.

Freeways can sink or save urban transit. If transit goes from our 2,000,000-class cities, their central business districts will fade, and an era in the urbanization of America will end. But freeways serving public and private passenger transport equally well can speed a city toward its finest goals.

METROPOLITAN GOVERNMENT EMERGES IN FLORIDA

A significant step toward solving metropolitan problems occurred in May when voters of Dade County, Florida, ratified a charter for metropolitan government in the Miami area. With 26 separate municipalities and with some heavily urbanized but unincorporated areas, the county's problems multiplied as the population grew. But Dade County is a cosmopolitan community, its political institutions are new and its transplanted citizens are willing to experiment. They created the Metropolitan Miami Municipal Board and directed the making of a thorough study of governments in Dade County and a plan for improvements. The study was conducted by the Public Administration Service and Miami University (See *Urban Land* In Print for April 1955) and the newly ratified charter includes the essential features among the recommendations.

The Dade County charter assigns broad powers to the metropolitan legislative body, grants supremacy of this body over municipalities, institutes the commission-manager form of government, and abolishes practically all elective county administrative officers. The offices of tax assessor, collector, registrar, purchasing agent and surveyor are abolished and their functions are placed with the county manager. Municipal governments are continued by the charter as long as their citizens desire but the county may prescribe reasonable minimum standards for services and operations and it may take over any municipal functions which don't measure up to such standards. Municipal charters for the first time in Florida are amendable by their voters instead of the State legislature. As noted by *Public Management*, if the Dade County Charter succeeds in operation, it can serve as an inspiration and guide for other metropolitan communities.

ADVERSE TRENDS IN OLDER SHOPPING DISTRICTS

The advent of planned shopping centers and efficient merchandising methods are adversely affecting older neighborhood shopping districts. Measurements of conditions have been made by Roy Wenzlick & Company from their surveys of 50 neighborhood shopping districts in the St. Louis area as taken annually since 1947. The Wenzlick findings are based on vacancy turnover or changes compared to total uses, and ratio of non-retail uses to total uses. The causes of the trends are traffic congestion and lack of parking which induce changes in shopping habits.

Even though vacancy rates show a leveling off, the analysis reveals that offices, other nonretail uses and small retail outlets are replacing apparel and shopping goods stores. Turnover, which is an indicator for stability in older shopping districts, has risen steadily since 1947. As the Wenzlick records show, findings on the increase in nonretail uses has kept the vacancy rate fairly level.

Interpretations of the figures as reported in the Wenzlick Appraisal Bulletin show that the food store group has declined because of amalgamation of food outlets into supermarkets thus eliminating many independent meat markets, bakeries and produce stores. Similarly women's and children's wear shops show a decline due to absorption by department store outlets. In older shopping districts the types of stores which have undergone the greatest decrease since 1947 are fur shops, tobacco stores, fruit and vegetable markets, hat stores, groceries, liquor stores, meat, fish and poultry markets, bakeries, and children's wear shops. The types showing increases are predominantly in service and nonretail groups, such as laundromats, floor covering and drapery stores, music stores, offices, appliances and radio-TV repair shops.

COMMISSIONS AND UNIVERSITY COOPERATION

Cooperation between local planning commissions and universities of the area becomes a working partnership beneficial to both the university and the community. The commission can serve as a laboratory for the university and the university can draw upon the commission to translate academic theory into practical knowledge. Such exchange exists in Syracuse, N. Y. Here the Urban Planning Seminar is the medium by which departments of Syracuse University draw upon the staff and offices of the City Planning Commission as a laboratory in the methods, techniques, and substance of urban planning. In turn the University enlarges the Commission's research facilities for economic and social studies of the Syracuse area and urban region.

METROPOLITAN DEVELOPMENT FOR GREATER KANSAS CITY

A bi-state authority with jurisdiction over an eight county area around metropolitan Kansas City may be created. Identical bills to establish this new official metropolitan development agency have been introduced in both the Missouri and Kansas legislatures. The Kansas City Metropolitan Area Planning Council has spearheaded the drive to establish this metropolitan agency. In studying problems plaguing the area, the Council was constantly confronted with limitations placed by the existing, arbitrary State and County lines. The new Mo-Kan Development Agency, as it would be termed, would be empowered to plan, build, and operate drainage, water supply, sewage and garbage disposal facilities as well as bridges, tunnels and traffic arteries.

GREEN-BELT ZONING

An article by Ronald Campbell of the David D. Bohannon Organization in *The Commonwealth*, journal of the Commonwealth Club of California, suggests the possibility of zoning to preserve a small portion of Bay Area California farm land from urbanization. Mr. Campbell believes that green-belt laws, "won't work unless the land is permanently — or semi-permanently covenanted," and further feels, "at least 50 years is a minimum for this purpose." He points out that otherwise, builders who are beginning to make use of the more-expensive-to-develop hillside homesites will be caught short when former green-belt land suddenly becomes available to competitors for building at much lower construction costs.

ST. LAWRENCE PROJECTS

The St. Lawrence Seaway Project is nearly 50 per cent completed with required construction proceeding on schedule. According to U. S. Corps of Engineers, the Seaway will be open for deep-draft navigation at the beginning of the 1959 season. That date leaves not much time for our lakeport cities to activate their development programs.

After joint construction by the United States and Canada, the Seaway will consist of a new system of canals with seven large locks between Montreal and Ogdensburg, New York. In addition to this work, both countries are dredging wherever necessary along the 189-mile waterway to give a clear

navigation channel with a minimum depth of 27 feet.

Simultaneously, the St. Lawrence Power Project is being developed. This is the thing that makes the Seaway possible. The power project dams create the pool needed to operate the Seaway System. The Power Project, surpassed only by Grand Coulee's capacity—is being developed jointly by the Power Authority of the State of New York and the Hydro-Electric Power Commission of Ontario. According to the newsletter of the Buffalo and Erie County Planning Association, initial power production will come in 1958 and full capacity of 1.8 million kilowatts by the next year. The major structure is the concrete gravity Power House Dam, near Cornwall, at the New York State line, which spans the channel between Barnhart Island and the Canadian shore. With the Seaway scheduled for a 1959 opening, fast ocean going ships designed for overseas-Great Lakes trade are now being constructed. Port development lags.

SAN FRANCISCO'S GOLDEN GATEWAY PROJECT AND THE FERRY BUILDING PARK PLAN

The area around the old Ferry Building at the foot of Market Street is proposed for waterfront park development. The park plan ties in directly with the Golden Gateway redevelopment project in which multi-story office buildings, high-rise apartments and parking garages would replace the city's present produce market area.

The City Planning Department reports public reaction favorable to the idea of a Ferry Building park. The people of the Bay Area are fond of that familiar landmark, the Ferry Building tower. Proof was given by the local controversy aroused when it became known that the two-level elevated Embarcadero Freeway, now under construction, was to pass directly in front of the building. The park plan, prepared for the City Planning Commission, by architect Mario J. Ciampi, would minimize the visual effect of the freeway with integral color in the structure and landscaping. The eventual removal of both wings of the Ferry Building would emphasize the tower.

In conjunction with the park there would be facilities which have a natural function along the waterfront in the city's gateway at the lower end of Market Street: a new passenger terminal for ocean going vessels, heliport, local transit terminals, pleasure pier, outdoor restaurant, display of historic ships and ferry slip.

On the land side of the freeway, the park is within the Golden Gateway redevelopment project and is continued in the mall which is proposed as a separation between the office buildings and the apartments which will replace the wholesale produce market and the uses surrounding it.

In Print

Bibliography of Industrial Development Material Including Sources of Information for Assembling Industrial Development Material. Compiled by Area Development Division, Texas Electric Service Co. Published by American Industrial Development Council, R. D. 3, Newark, Del., March 1957, 102 pp. (mimeo) $3.00.

The task of finding data about any subject is made easier when a good bibliography is available. This one is the kind of compilation which helps find good source material. The listings are particularly useful in this case because material which is primarily local in scope has been omitted intentionally. The references are organized by subject matter—development, locational factors, community action, planned districts, industrial foundations, market surveys, and sources for information on where to get facts about industry. This bibliography is a useful and important reference on many aspects of industrial development.

The Port of Chicago and the St. Lawrence Seaway. Harold M. Mayer, The University of Chicago Press, 5750 Ellis Ave., Chicago 37. 1957. 283 pp., illus. $5.00.

Big things are happening in the Great Lakes-St. Lawrence Seaway Area. Mr. Mayer's book, even though slightly optimistic, gives a fine account of the history, the present status, and the anticipated future of the region. The study is readily understandable, and should even be interesting to those who are not well versed in the fields of water transportation.

The importance of the Seaway to the Port of Chicago is dramatized by pointing out the central location of Chicago in relation to the system. No other port is directly served by both the St. Lawrence-Great Lakes route and the Mississippi waterway system. Also, the Chicago harbor is located near the "center of gravity" of the city and metropolitan area with respect to population, commercial activities which focus upon the central business district, and the convergence of local transportation lines.

The book raises some good questions relative to the planning of harbor and port terminal facilities within the metropolitan area, with special emphasis on their relationship to other aspects of urban and metropolitan structure and growth.

Shopping District Parking Study. Department of Planning and Department of Traffic Engineering. City of Baltimore, Md., April 1957. 44 pp. (no price).

Few quantitative studies about existing conditions in the parking supply for retail areas are as thoroughgoing as this. Its findings make possible an effective parking program for older shopping districts. The study's investigations turned up facts about Baltimore's older shopping areas which are even more far-reaching than inadequate parking. Congestion, mixed land uses, store structures unsuited to modern merchandising and low sales volumes are factors which indicate a redevelopment program for older shopping districts. Among the findings which make this study a reference work are measurements for parking demand in relation to types of business sales per square foot and percentages of automobile shopping.

Social Characteristics of Urban and Rural Communities, 1950. Otis Dudley Duncan and Albert J. Reiss, Jr. John Wiley & Sons, Inc., Publishers, N. Y. 1956, 421 pp., charts, tables. $6.50. (Sponsored by the Committee on Census Monographs Social Science Research Council)

Webster defines a monograph as a book, article, or paper written about a particular subject. The subject in this case, is the endless information from the 1950 U.S. Census Reports. The purpose is "to explore some ways in which census statistics can be used to increase the fund of knowledge about . . . communities . . .". As monographs go, this is a good one, for it has met the prerequisites of a thorough examination of the scope of its subject, but is difficult for the layman to read, and understand. The volume starts with the undisputed premise that American communities vary in their characteristics. The authors surmise that there are measurable reasons for these variations and for correlations among the factors. The end result furnishes a wealth of information about community characteristics and growth if the reader wants to dig it out.